RASTA
Center for Road Technology

BRUHAT BANGALORE MAHANAGARA PALIKE

INSPECTION REPORT

Sl No	Item	Description
1	**Name of Work**	Pothole filling in ward no 08 (Kodigehalli) Kodigehalli Sub Division (Sl. No. 27)
2	**Estimate Cost**	Rs.5.00 lakhs
3	**Administrative Approval No and Date**	BBMP/JC/Yel/AA/38/ 13-14, dt:21-06-2013
4	**Technical sanction No. and Date**	BBMP/CE/Yel/TS/133/ 2013-14, dt:04-07-2013
5	**Job Code No. and P Code No.**	008-13-000040/ P-2019
6	**Tender Direct Entrested to KRIDL**	KRIDL
7	**If Tender, Tender Notification No. Date and Publication in daily news Paper**	-
8	**Tender Approved Details**	-
9	**Work Order No and Date**	EE/BTP/BBMP/KRIDL/WO/2013-14, dt:24-08-2013
10	**Stipulation time of Completion**	60 days
11	**Actual Date of Commencement**	24-08-2013

12	**Actual Date of Completion**	28-09-2013
13	**Delay if any**	-
14	**Reson for Delay**	-
15	**Payment made till date.**	-
16	**BR NO. and Date**	BR No: 284/31-10-2013
17	**Status of Work**	Completed
18	**Photograph verfied**	Yes
19	**Date of Inspection**	28.05.15
20	**MB No. and Page No.**	190527
21	**Test Result**	--
22	**Section officer**	Dayanand H S AE Neelakantaiah K P AEE
23	**Sub Division Officer**	Kodigehalli Sub Division
24	**Observation**	--
a	**Work Quality**	Satisfactory
b	**Comments**	Potholes are formed due to various reasons like, improper compaction of subgrade and subsequent layers, inferior materials used in construction, lack of mix design for aggregates and bituminous mixes, etc. A standard procedure has to be followed for pothole repair which is enclosed as **Annexure-1**. It is observed that many of the potholes are not patched by standard procedure by BBMP and hence do not result in durabilty. The works mentioned in the present bills have been executed 2 years ago, and hence physical check of these items may not be feasible, and hence may be cleared.

Executive Engineer
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ANNEXURE -1

The steps involved in proper patching of pot holes are briefly listed below:

1. Marking a rectangular/polygon of slightly larger size around the pothole and barricading the area.
2. Cutting around the pot-hole area to rectangular/polygon shape with vertical edges up to maximum depth of the existing pothole and removing all loose aggregates
3. Compacting the bottom surface using mini-roller / by proper ramming method manually depending upon size of the potholes.
4. a) If the depth of the pothole is more than 50mm it should be filled with WMM with proper compaction.
   b) Apply prime coat and tack coat as per IRC/ MORT&H.
5. Filling up the prepared layer with DBM 50mm to match with the existing bituminous layer with proper compaction.
6. Further layer to be laid uniformly matching with the existing bituminous surface with proper compaction.

It is recommended that the standard procedure be followed by BBMP for pothole repairs as this will act as preventive maintenance and lead to more durable roads

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